

2007-R-083

Property Owner: Daniel Fitzgerald

Agent Name: Gladys Magee

Existing Zoning: R1 (Single Family Residential)

Proposed Zoning: HCD (Highway Commercial Development)

Existing FLUM: Single Family Residential

Proposed FLUM: Commercial

STAFF ANALYSIS

Part I. General Information:

Applicant: Daniel Fitzgerald

Agent: Gladys Magee

Project Location: 7541 Highway 90, East Milton

Parcel Number(s): 01-1N-28-0000-04900-0000

Parcel Size: .47 (+/-) acres

Purpose: Commercial Endeavors

Requested Action(s): (1) Amendment of the Land Development Code Official Zoning Map changing the zoning district **from R1 to HCD** and,
(2) Small scale amendment of the Comprehensive Plan Future Land Use Map changing the future land use designation **from Single Family Residential to Commercial**.

Existing Zoning Description: R1 (Single Family Residential District) allows detached single family residential structures, group homes, and accessory structures and facilities. Maximum allowable density = 4 dwelling units (du) per acre.

Proposed Zoning Descriptions: Highway Commercial Development (HCD) District allows for a wide range of uses appropriate and easily accessible to major transportation corridors.

Automobiles and other vehicular service establishments, motels and hotels, business and professional offices, general retail and eating and drinking establishments, primarily characterize the HCD District. Additionally, this district is generally located adjacent to districts characterized by medium to high density residential development and areas of more intensive commercial use. Multiple family residential uses are allowed as a Conditional Use only upon determination by the Zoning Board of Adjustment.

Existing FLUM: Single Family Residential

Proposed FLUM: Commercial

Current Use of Land: Single Family Residential although the Property Appraiser's existing land use indicates that the property is commercial

Surrounding Zoning: The property is surrounded by R1 (Single Family Residential District) with the exception of HCD (Highway Commercial Development District) located on the western

boundary of the property. R1M (Mixed Residential Subdivision District) is located on the north side of Highway 90.

Rezoning History: The subject property was rezoned from HCD to R1 in 2004 to allow a home based business. In 1989, 1.2 acres located adjacent to the subject property was rezoned from R1 to HCD.

Part II. Data and Analysis (Consistency with the Santa Rosa County Comprehensive Plan):

A. Infrastructure Availability:

(1) Predicted Maximum Roadway Impact:

The current zoning could produce approximately 1 peak hour peak direction vehicle trips onto Highway 90 as a worst case scenario using the entire .47 acre site. A commercial development could produce approximately 5 peak hour peak direction vehicle trips onto Highway 90 as a worst case scenario using the entire .47 acre site. The overall net affect upon the roadway is 4 peak hour peak direction vehicle trips. Rated at LOS Standard "D", the current available capacity of 251 trips for Highway 90 thus indicates available capacity for the proposed zoning and is not expected to decrease the LOS below its current "D" Standard. Specific traffic computations are provided as an appendix to this analysis.

(2) Potable Water:

East Milton Water System

Maximum Capacity:	5.1 million gallons per day
Average Flow:	1.1 million gallons per day

Connection to the East Milton Water System is the developer's responsibility and will require plan review and connection in compliance with East Milton Water System regulations. If development plans are approved, the proposed is not expected to create capacity problems for the servicing water provider.

(3) Sanitary Sewer:

The applicant indicates that sewer will be handled by the existing private septic tank (subject to required permits from the County Health Department).

(4) Solid Waste:

The applicant indicates a private hauler will be used to transport solid waste from the site. Currently the landfill has approximately 52% of the permitted airspace remaining. Based on estimated population projections, the remaining life of this airspace is approximately 30 years.

(5) Parks, Recreation and Open Space:

A rezoning to Highway Commercial Development with a future land use amendment to Commercial would not increase demand on recreation facilities.

B. Compatibility:

Policy 5.1.C.8 of the Comprehensive Plan states:

"the County shall continue to utilize the Future Land Use Map amendment, rezoning, conditional use and special exception approval process to assure that new proposed land uses are compatible with existing residential uses, and will not significantly contribute to the degradation of residential neighborhoods."

Currently, the majority of uses surrounding the site are single family residential and/or vacant property with scattered commercial and industrial uses along Highway 90. The subject property was used as a restaurant until rezoned in 2004 for residential purposes. The request is thus consistent with this policy.

C. Suitability:

Policy 3.1.E.6 of the Comprehensive Plan states:

"the County shall use the latest version of the Flood Damage Prevention Ordinance promulgated by the FEMA to determine the location of the 100-year floodplain and flood prone areas and development shall be limited in those areas, consistent with FEMA requirements."

The area requested for rezoning is located within a FEMA Zone "X", which means an area determined to be outside 500- year flood plain. The request is thus consistent with this policy.

D. Urban Sprawl

Policy 3.1.G.4 of the Comprehensive Plan states:

"no future land use category may be changed and no rezoning may be approved unless a finding is made that the change in land use or land use classification or zoning category will promote compact development and discourage urban sprawl. The Santa Rosa County Board of County Commissioners shall be responsible for making such finding upon receipt of a report from the LPA."

This rezoning application would not result in a finding of urban sprawl under the proposed commercial zoning classification. The request is, therefore, consistent with this policy.

2007-R-083 Traffic Analysis Append

Traffic Analysis Append

For the R1 estimation:

Single Family Detached Housing (210)

.47 acres x 4 du/acre = 1.88 possible units

Average Rate: $1.01 \times 1.88 = 1.89$ Average Peak Hour Vehicle Trips

D Factor: $0.521 \times 1.89 = .98$ Peak Hour Direction Trips

Driveway %: $0.63 \times .98 = .62$ Peak Hour Peak Direction Trips

New Trip % = 100%; $.62 \times 1.00 = .62$ New Peak Hour Peak Direction Trips

Selection of the ITE data plot (210) for Single Family Detached Housing was made because this was the worst case scenario or the maximum allowable level of development intensity within the zoning district. The independent variable (Dwelling Units) was chosen in accordance with professionally accepted practices: there was a coefficient of determination of 0.91 for this data plot; the standard deviation of 1.05; and there was a large sample size (354 studies).

For the HCD estimation:

Specialty Retail Center (814)

Applicant has not provided information as to the type of development proposed. Therefore, selection of the ITE data plot (814) for Specialty Retail Center was made because this is considered the worst case scenario or the maximum allowable level of development intensity within the zoning district. Building square footage is generally selected as the independent variable for commercial and industrial developments. In case of rezonings it is more acceptable to present a worse case scenario analysis as development plans are not finalized and due to the overall permanence of the situation. Therefore, a possible building size was determined and applied as the independent variable in order to produce a more general trip generation rate.

Given:

Land Size = .47 acres or 20,473 sq. ft.

Site Plan Requirements = 15% pervious cover required.

Parking Requirements = Equipment service: 1 space for every 250 sq. ft. of gross area (4 spaces/1,000 sq. ft.); Parking/Driveway/Aisle Estimation = 325 sq. ft. per space

Wetland area = 0

Buildable area = building pad + parking lot

y = sq. ft. gross floor area of building pad in thousands

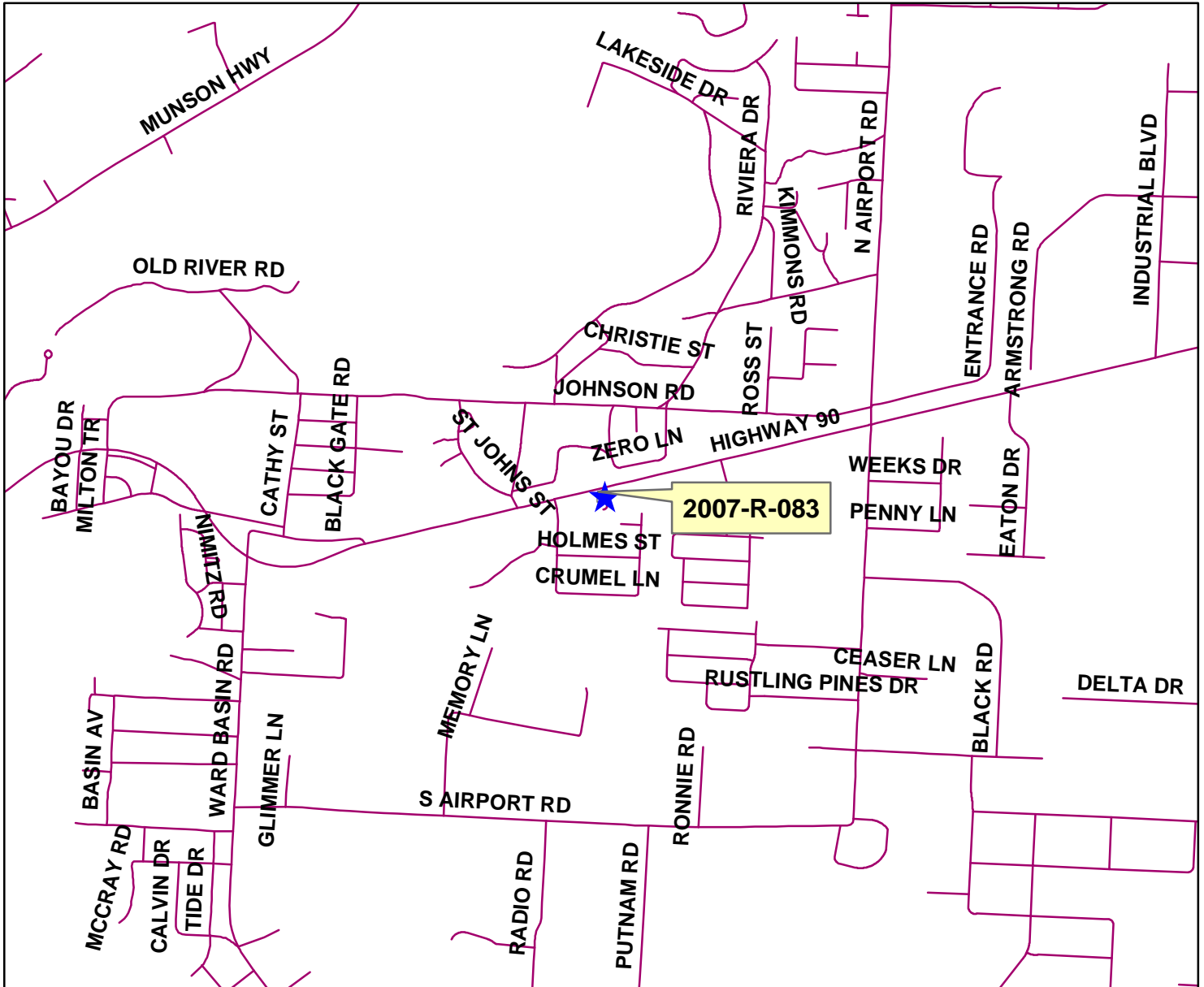
$$\begin{aligned}
20,473 \times .85 &= 1,000y + (y \times 4 \times 325) \\
17,402 &= 1,000y + 1300y \\
17,402 &= 2,300y \\
y &= 7.56
\end{aligned}$$

Building size = 7.56 x 1,000 square feet = 7,560 square feet gross floor area.
 ITE Average Rate: 2.71 x 7.56 = 20.48 Average Peak Hour Vehicle Trips
 D-factor: 0.521 x 20.48 = 10.67 Peak Hour Peak Direction Trips
 Driveway %: 0.56 x 10.67 = 5.97 Peak Hour Peak Direction Trips
 New Trip % = 88%; 5.97 X 0.88 = 5.26 New Peak Hour Peak Direction Trips

Selection of the ITE data plot (814) for specialty retail center was made because the applicant did not indicate the requested use for the rezoning. The independent variable (1,000 sq. ft. Gross Floor Area) was chosen for reasons described above and in accordance with professionally accepted practices: there was a coefficient of determination of 0.98 for this data plot; the standard deviation was 1.83; and there was a small sample size (5 studies).

Y:\PlanZone\2007 CPA & Rezoning\INDIVIDUAL PROJECTS for 2007\07-R-083; Dan Fitzgerald; SSA SFR to Com; Rezone R1 to HCD (.475 acres)\07-R-083 Traffic Analysis Append.doc

Location Map (2007-R-083)



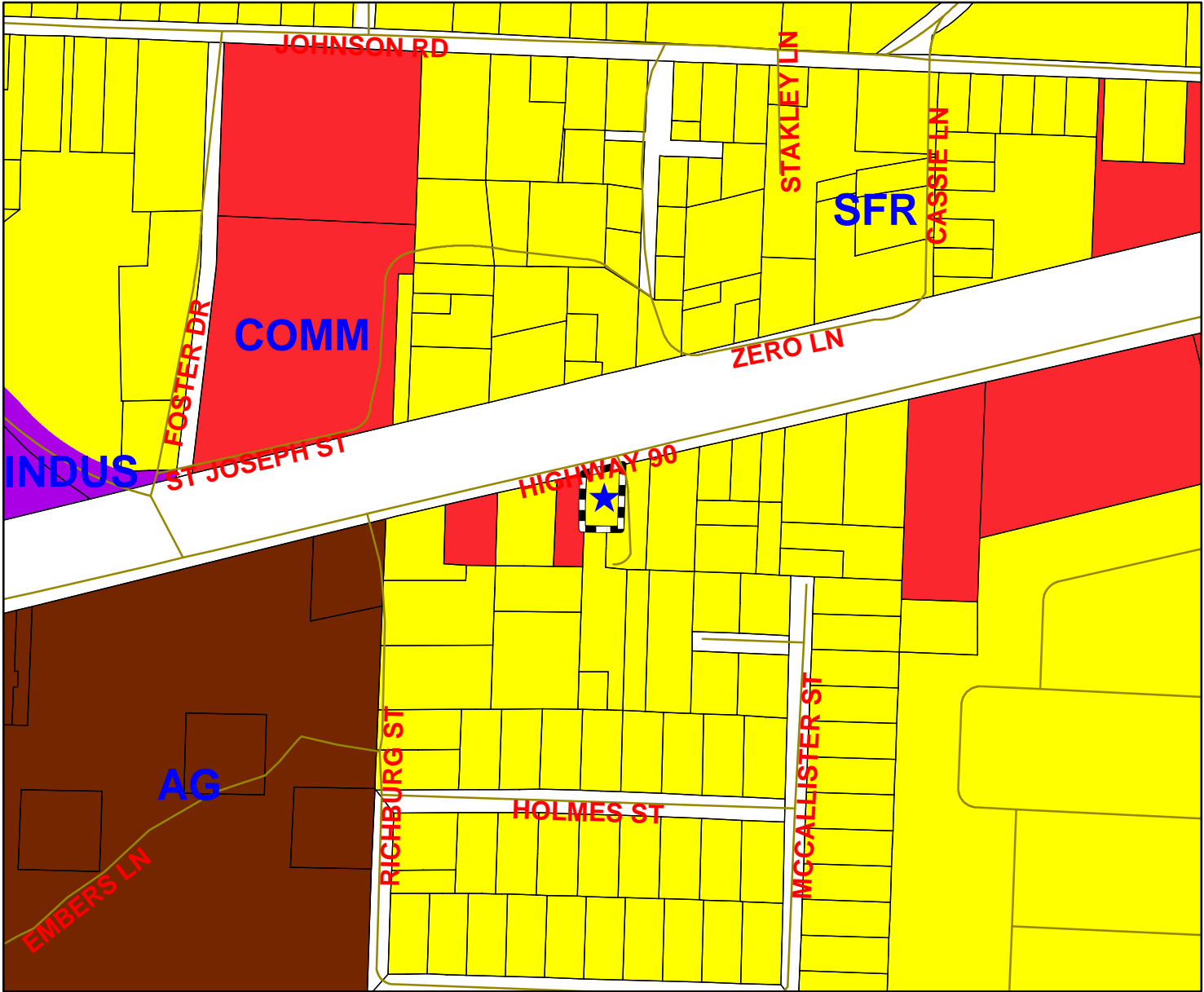
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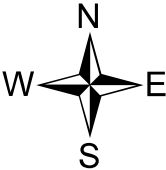
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Future Land Use (2007-R-083)



1 inch equals 400 feet

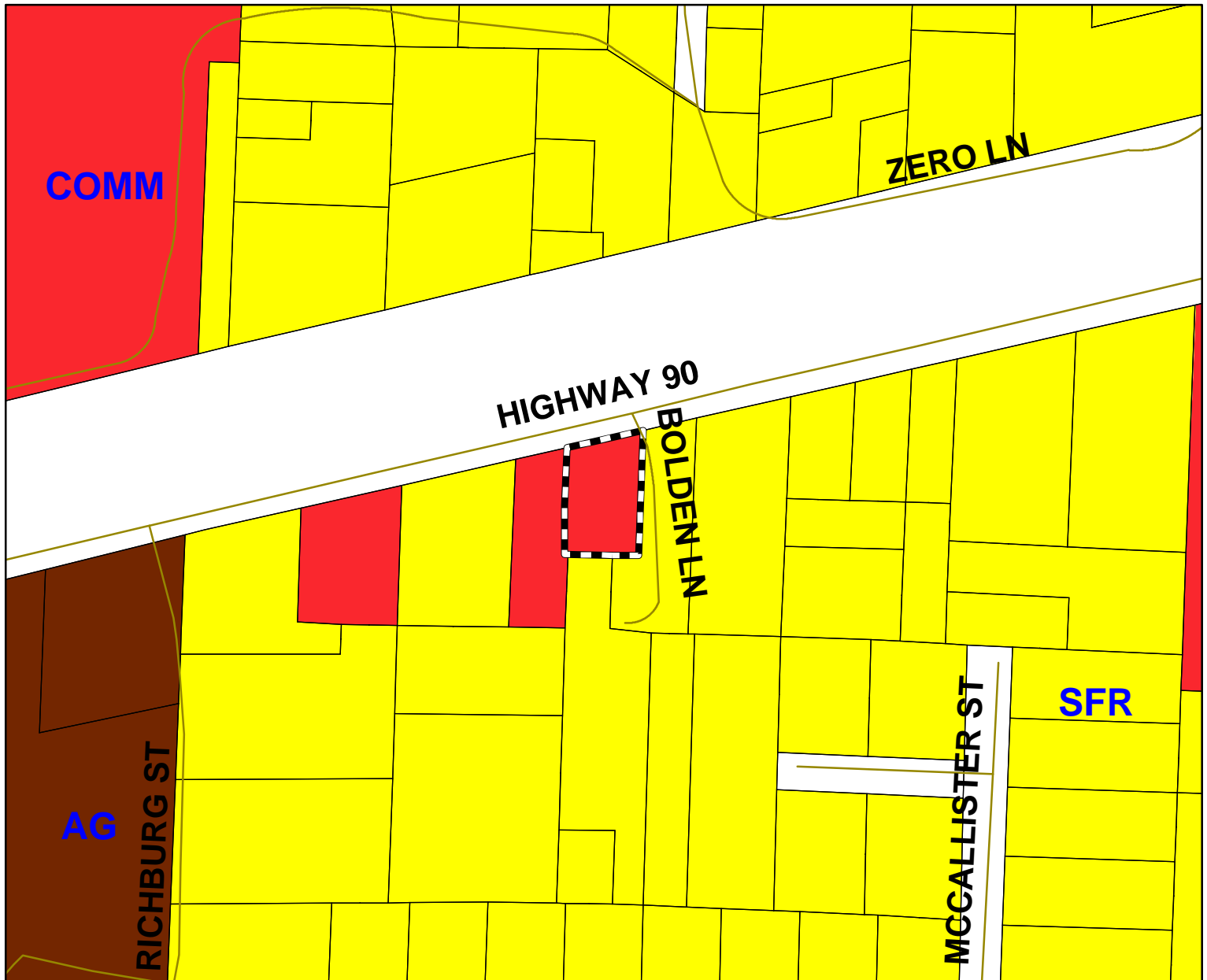


Legend

	07-R-083_Rezoning		GP SINGLE FAMILY RESIDENTIAL (GPSFR)		NAVARRE BEACH MEDIUM DENSITY RESIDENTIAL (NBMDR)
	Parcels		GP RURAL RESIDENTIAL (GPRR)		NAVARRE BEACH MEDIUM/HIGH DENSITY RESIDENTIAL (NBMHDR)
FLUM			BAGDAD HISTORIC DISTRICT (HIS)		NAVARRE BEACH HIGH DENSITY RESIDENTIAL (NBHDR)
	AGRICULTURE (AG)		INDUSTRIAL (INDUS)		NAVARRE BEACH MIXED RESIDENTIAL/COMMERCIAL (NBMRC)
	SINGLE FAMILY RESIDENTIAL (SFR)		MARINA (MARINA)		NAVARRE BEACH UTILITIES (NBU)
	MEDIUM DENSITY RESIDENTIAL		MILITARY (MIL)		CITY
	RESIDENTIAL (RES)		MIXED RESIDENTIAL COMMERCIAL (MRC)		RAIL
	COMMERCIAL (COMM)		NAVARRE BEACH COMMERCIAL (NBCOMM)		WATER
	CONSERVATION/RECREATION (CON/REC)		NAVARRE BEACH LOW DENSITY RESIDENTIAL (NBLDR)		

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Proposed Future Land Use Map (2007-R-083)



1 inch equals 200 feet



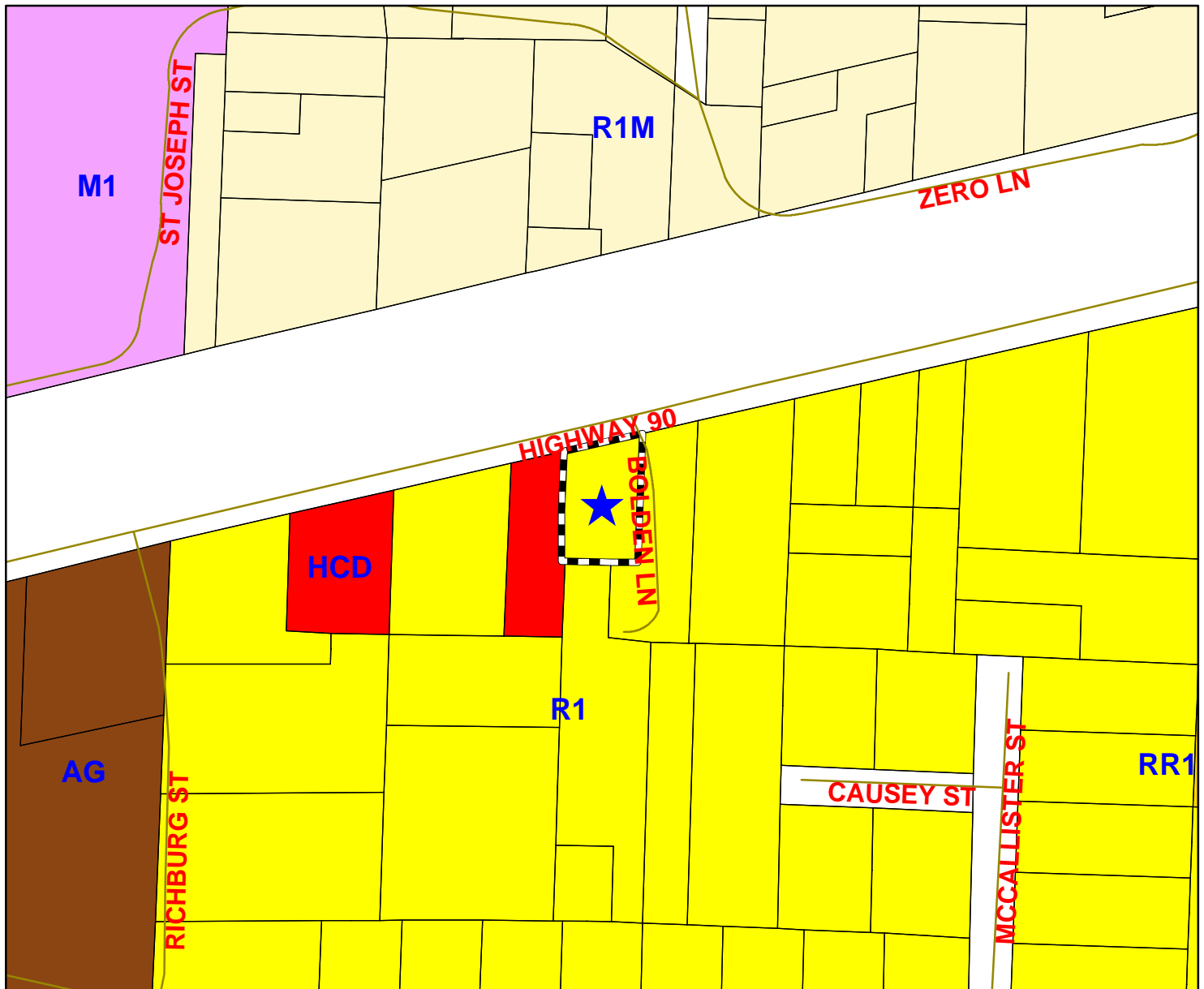
Legend

Streets	CONSERVATION/RECREATION (CON/REC)	NAVARRE BEACH LOW DENSITY RESIDENTIAL (NBLDR)
07-R-083_Rezoning	GP SINGLE FAMILY RESIDENTIAL (GPSFR)	NAVARRE BEACH MEDIUM DENSITY RESIDENTIAL (NBMDR)
Parcels	GP RURAL RESIDENTIAL (GPRR)	NAVARRE BEACH MEDIUM/HIGH DENSITY RESIDENTIAL (NBMDR)
FLUM	BAGDAD HISTORIC DISTRICT (HIS)	NAVARRE BEACH HIGH DENSITY RESIDENTIAL (NBHDR)
AGRICULTURE (AG)	INDUSTRIAL (INDUS)	NAVARRE BEACH MIXED RESIDENTIAL/COMMERCIAL (NBMR)
SINGLE FAMILY RESIDENTIAL (SFR)	MARINA (MARINA)	NAVARRE BEACH UTILITIES (NBU)
MEDIUM DENSITY RESIDENTIAL	MILITARY (MIL)	CITY
RESIDENTIAL (RES)	MIXED RESIDENTIAL COMMERCIAL (MRC)	RAIL
COMMERCIAL (COMM)	NAVARRE BEACH COMMERCIAL (NBCOMM)	WATER

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Current Zoning (2007-R-083)



1 inch equals 200 feet



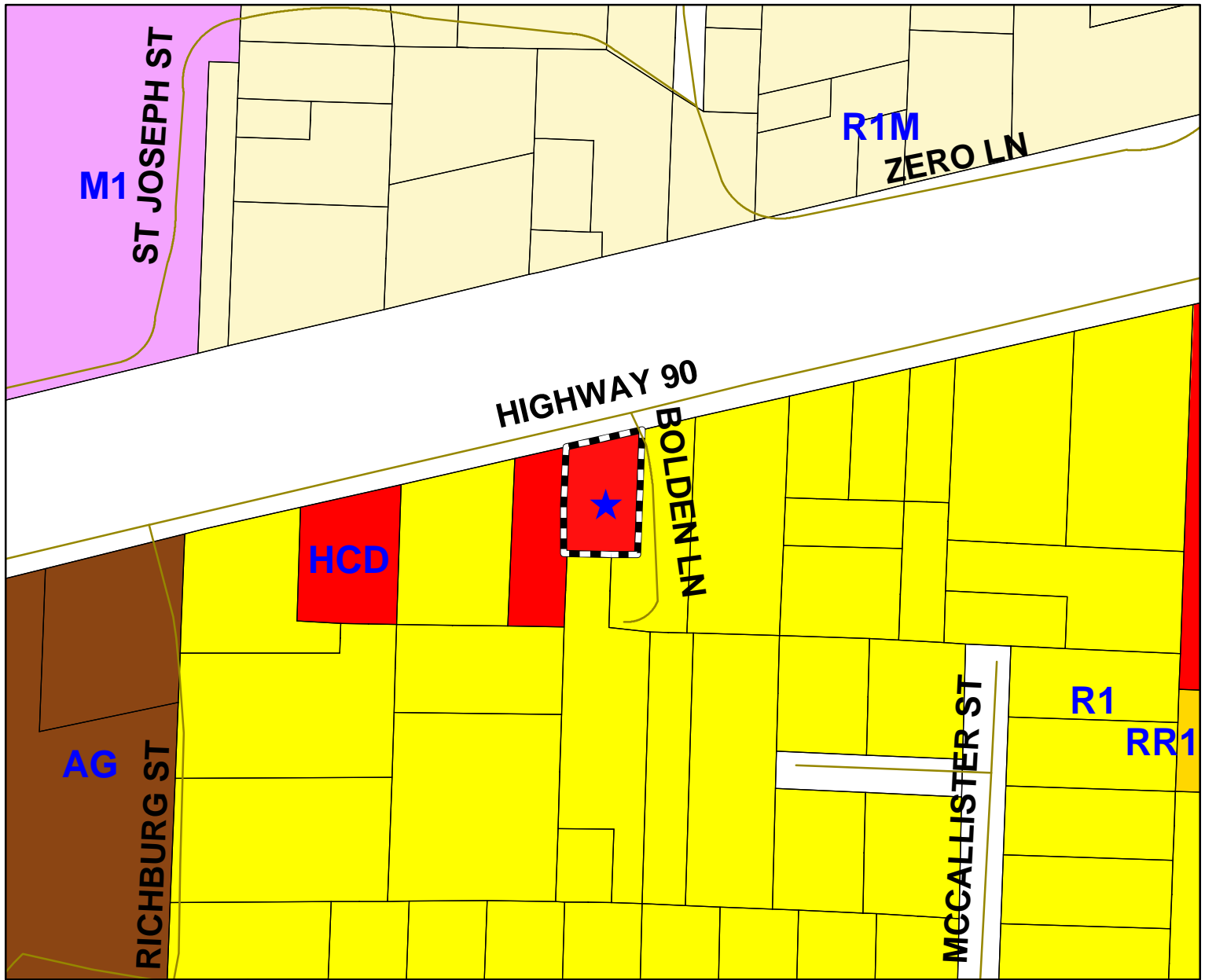
Legend

Streets	Historical/Multiple Family (HR-2)	Mixed Residential Subdivision (R-1M)	Navarre Beach - Planned Mixed Use Development
07-R-083_Rezoning	Restricted Industrial (M-1)	Medium Density Residential (R-2)	Navarre Beach - Conservation/Recreation
Parcels	General Industrial (M-2)	Medium Density Mixed Residential (R-2M)	Navarre Beach - Single Family
Zoning District	PID	Medium High Density Residential (R-3)	Navarre Beach - Medium High Density
Agriculture/Rural Residential (AG)	Neighborhood Commercial (NC)	Rural Residential Single Family (RR-1)	Navarre Beach - Utilities
Agriculture (AG2)	Passive Park (P-1)	Town Center 1 (TC1)	State
Marina (C-1M)	Active Park (P-2)	Town Center 2 (TC2)	Right of Ways
Marina and Yacht Club (C-2M)	Planned Business District (PBD)	Navarre Beach - Commercial	Military
Historical/Commercial (HC-1)	Planned Unit Development (PUD)	Hotel - Navarre Beach	Water
Highway Commercial Development (HCD)	Single Family Residential (R-1)	Navarre Beach - High Density	Municipal Boundaries
Historical/Single Family (HR-1)	Single Family Residential (R-1A)	Navarre Beach -Medium Density	

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Proposed Zoning Map (2007-R-083)



1 inch equals 200 feet



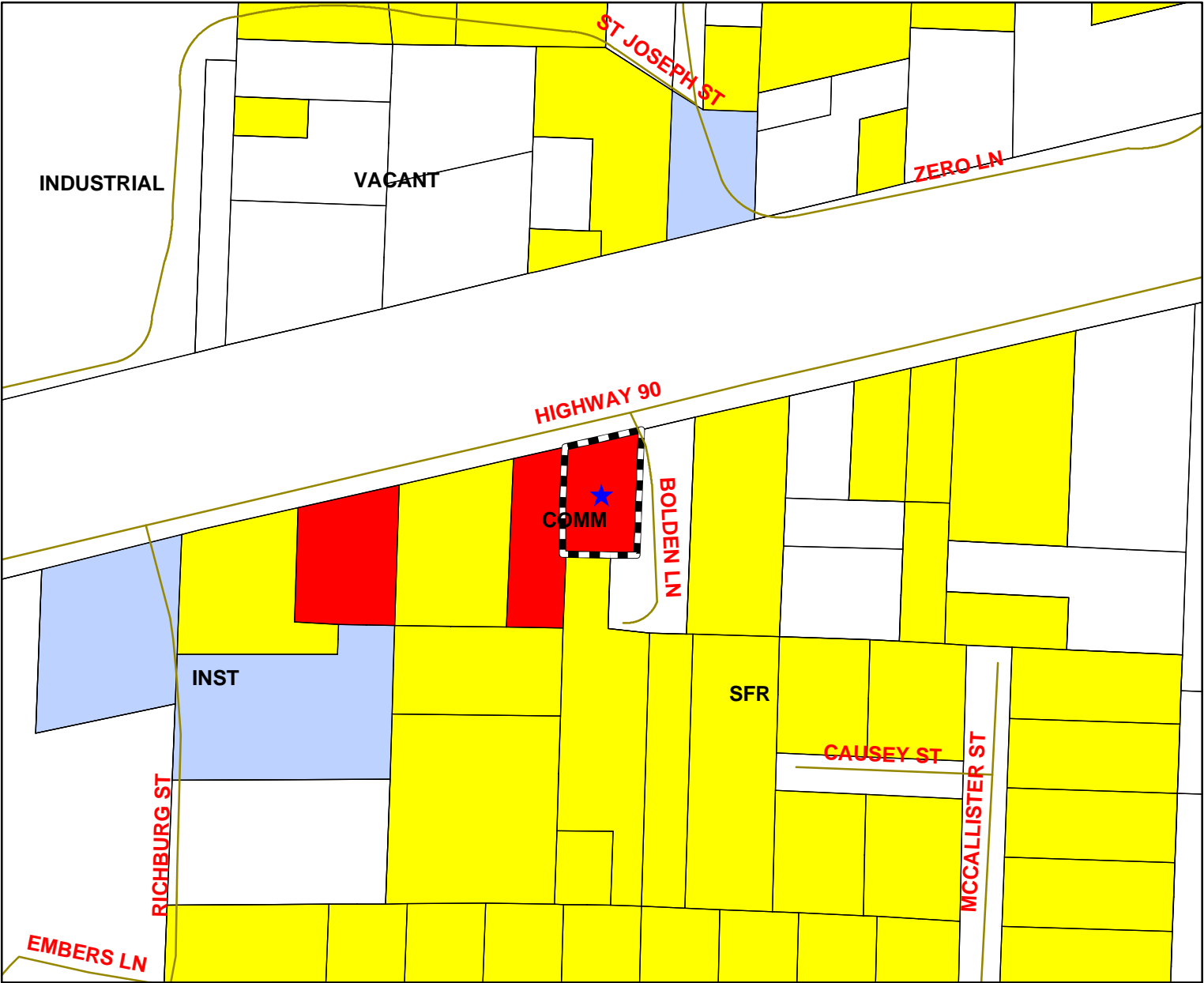
Legend

Streets	Historical/Multiple Family (HR-2)	Mixed Residential Subdivision (R-1M)	Navarre Beach - Planned Mixed Use Development
07-R-083_Res zoning	Restricted Industrial (M-1)	Medium Density Residential (R-2)	Navarre Beach - Conservation/Recreation
Parcels	General Industrial (M-2)	Medium Density Mixed Residential (R-2M)	Navarre Beach - Single Family
Zoning District	PID	Medium High Density Residential (R-3)	Navarre Beach - Medium High Density
Agriculture/Rural Residential (AG)	Neighborhood Commercial (NC)	Rural Residential Single Family (RR-1)	Navarre Beach - Utilities
Agriculture (AG2)	Passive Park (P-1)	Town Center 1 (TC1)	State
Marina (C-1M)	Active Park (P-2)	Town Center 2 (TC2)	Right of Ways
Marina and Yacht Club (C-2M)	Planned Business District (PBD)	Navarre Beach - Commercial	Military
Historical/Commercial (HC-1)	Planned Unit Development (PUD)	Hotel - Navarre Beach	Water
Highway Commercial Development (HCD)	Single Family Residential (R-1)	Navarre Beach - High Density	Municipal Boundaries
Historical/Single Family (HR-1)	Single Family Residential (R-1A)	Navarre Beach - Medium Density	

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Existing Land Use Map (2007-R-083)



1 inch equals 200 feet



Legend

Streets	City	Recreation/Open Space
07-R-083_Rezoning	Commercial	Right of Way
Parcels	Institutional	Single Family Residential
ELUM	Military	Silviculture
CATEGORY	Mixed Residential/Commercial	Unknown
Agriculture	Office	Vacant
Agriculture Homestead	Public Owned Property	Water
Condo/Townhomes	Recreation/Commercial	

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Aerial (2007-R-083)



1 inch equals 100 feet



Legend

- Streets
- 07-R-083_Rezoning
- Parcels

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